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Brandy

are known and asked for
all over the World.
Sole Agents,
H. Price & Co.,
12 Queen's Rd., Central.
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The China Mail.

ESTABLISHED 1845.

Joseph
Gillott's
PENS
Of Highest Quality, & Having
Durability, and
Elasticity.
The only ones made in England.

No. 12,886

號六十月七年四零百九千一英

HONGKONG, SATURDAY, JULY 16, 1904

日四初月六年庚甲

PRICE, \$3.00 Per Month.

CHAMPAGNE

I. BEAUCARNE
EPERNAY.

CARTE BLANCHE. EXTRA DRY.
830 per Case
EXCEPTIONAL VALUE.

MAGEWEN, FRICKEL & CO.,
3, DUDDELL STREET.
Hongkong, June 23, 1904. 2547

Intimations.

OSAKA SHUSEN KAISHA.
It is hereby notified that during the
Unexplained Temporary Absence
of the undersigned, the duties of the
Office of this Office will be
performed by the undersigned.
T. KIMURA,
Manager.
Hongkong, July 15, 1904. 1209

THE Date of the CONCERT on the
Volunteer Parade Ground, 1904, will be
ALTERED from SATURDAY, 27th July, to
WEDNESDAY, 27th July.
Hongkong, July 14, 1904. 1300

HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of Six
Dollars per Share for six months
ending June 30th, 1904, will be
payable on the 27th instant, on which Date
END WARRANTS may be obtained on
application at the Company's Office.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 21st to the
27th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, July 12, 1904. 1288

THE WEST POINT BUILDING CO.,
LIMITED.

AN INTERIM DIVIDEND of One
Dollar and a Half per Share for six
months ending 30th June, 1904, will be
payable on the 27th instant, on which Date
DIVIDEND WARRANTS may be obtained on
application at the Company's Office.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 21st to the
27th instant (both days inclusive).
By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the HONGKONG LAND INVEST-
MENT & AGENCY COMPANY, LIMITED.
General Agents for the West Point Build-
ing Co., Ltd.
Hongkong, July 2, 1904. 1289

BOARD AND RESIDENCE.

BARROW TERRACE, Kowloon.
ELEGANTLY FURNISHED ROOMS.
Apply on the premises, to
Miss GRUNBERG.
Hongkong, July 12, 1904. 1287

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CLARKE.

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SURVEYORS AND CONTRACTORS.
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A. 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, March 14, 1903. 563

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SCOTCH
IS
BLACK & WHITE



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SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HER PRINCE OF WALES

Supplied at all the leading Clubs and
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LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS: KOWLOON BAY.
OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PRINTING, PACKINGS, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
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Hongkong-Canton Line.
S.S. HONAM, 2,363 tons, Captain R. D. Thomas.
S.S. POWAN, 2,368 tons, Captain G. F. Morrison, R.N.R.
S.S. FATHAN, 2,260 tons, Captain W. A. Valentine.
S.S. HANKOW, 3,073 tons, Captain E. Branch.
S.S. KINSHAN, 2,860 tons, Captain J. J. Louisa.
Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 5.30 p.m.
and 9 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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Hongkong-Macao Line.
S.S. HEUNGSHAN, 1,988 tons, Captain H. D. Jones.
Departures from Hongkong to Macao on week days at about 2 p.m. During the Summer
Months the time of leaving fluctuates to suit the tide at Macao. For further
particulars, see special time table.
Departures on Sundays at Noon.
Departures from Macao to Hongkong daily at 7.30 a.m.

Canton-Macao Line.
S.S. LUNGSHAN, 219 tons, Captain T. Hamlin.
Departures from Canton to Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE LINDA-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.
S.S. SAINAM, 688 tons, Captain J. Wilcox.
S.S. NANNING, 569 tons, Captain J. Wilcox.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trips take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the—
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18 Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
(or of BUTTERFIELD AND SWIRE,
Agents CHINA NAVIGATION CO. LTD.)

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DENTIST.

11 & 12, BRADFORD ARCADE
Hongkong, September 22, 1903. 1758

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DR WILLIAM DANIEL,
DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEE.

NO CHARGE FOR EXAMINATIONS.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

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(First Floor, WATKINS BUILDING).
Hongkong, February 18, 1904. 2206

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Surgeon Dentist,
No. 14, D'ARLUE STREET.

TERMS VERY MODERATE
Consultation Free.
Hongkong, April 24, 1900. 69

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CALCUTTA.

Contractors to the Military and
Public Works Departments,
State Railways, and all
large Consumers
throughout India, the East,
and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents,
Hongkong, July 22, 1903. 1519

Cable Address "LOXLEY," Hongkong.

Hongkong, July 22, 1903. 1519

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HOTEL

A HIGH-CLASS PRIVATE
HOTEL.

Ladies' Private Tea Rooms.
Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, June 10, 1904. 1297

To be obtained at all Grocers, Chemists,
Hotels, &c., throughout Hongkong, China
and Japan.

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LEE CHEE WING & CO., 22
28 & 29, LEE YUEN STREET (WEST)
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DEALERS IN
ALL SORTS OF COPPER, BRASS, STEEL,
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STEEL GIRDERS AND TEES,
CORRUGATED IRON, PIG IRON, &c.,

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Hongkong, July 22, 1903. 1519

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Ladies' Private Tea Rooms.
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Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.
Table D'Hôte at Separate Tables.
For terms, &c., apply to the
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Hongkong, June 10, 1904. 1297

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BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Dagger," "Demon," and other well known packings for Piston
Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, As-
bestos Cloth, Tape, and Boiler Door Joints, metallic or non-metallic—Rubber and
Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses. Packing
rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc.
(only best quality kept). Boilers covered with Bell's Composition repay expense of
covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc.

Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.
Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large
Stock of Engine and Cylinder Oils always in hand.
Bell's Asbestos—A Solid Lubricant, clear and efficient—1 lb. is equal to from 2
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Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—
does not injure the plates.
Asbestos Packing—Cocks, Stop Valves, and Gauge Columns. Steam Gauges and
other engineers' requisites always in stock. Lists and Prices on application
BRADLEY & CO., Managers,
Hongkong.

Office, 6 Des Voeux Road,
opposite King Edward Hotel entrance.

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DELICIOUS
WITH
FRUITS,
SWEETS,
TEA,
COFFEE, &c.

"Gold Reef"
BRAND
PURE RICH CREAM
(STERILIZED)

DELICIOUS
WITH
FRUITS,
SWEETS,
TEA,
COFFEE, &c.

PRESERVED
IN ALL ITS
NATURAL
RICHNESS.

PRICES: 30 Cents, 40 Cents, and 55 Cents.

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10, ICE HOUSE LANE.

FIRST-CLASS PRIVATE HOTEL.
COOL ROOMS. ELEGANTLY FURNISHED.

COMFORTS OF RESIDENTS AND CUISINE A SPECIALITY.

For Terms, apply to
B. F. HOWARD, Lessee and Manager.

Hongkong, July 2, 1904. 1293

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IS EASY when you have a SINGER.

EASY PAYMENTS.
FREE INSTRUCTION.
5 YEARS' GUARANTEE.
THINK OVER IT!
SHOWROOMS:
1, WYNDHAM STREET.
Hongkong, July 13, 1904. 1292

THE NATIONAL BANK OF CHINA
LIMITED.

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the above Company numbered 48286
to 48375 inclusive standing in the Register
of Shareholders in the name of MA MAI SUK
KEE otherwise known as MA MAI SUK
of Shanghai having been lost, NOTICE IS
HEREBY GIVEN that DUPLICATE
CERTIFICATES for the said Fifty Shares
will be issued at the expiration of One
Calendar Month from the Date of this
Notice and that the ORIGINAL CERTIFICATES
will, unless produced within that period, be
thereafter held by this Company as null
and void.

G. W. F. PLAYFAIR,
Chief Manager.
Hongkong, June 24, 1904. 1177

MACAO AND CANTON
HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG to
MACAO, thence to CANTON and
back to HONGKONG, will be found in-
teresting and enjoyable.

W. R. LOXLEY & CO.,
Sole Agents,
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Cable Address "LOXLEY," Hongkong.

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A HIGH-CLASS PRIVATE
HOTEL.

Ladies' Private Tea Rooms.
Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

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MANAGER.
Hongkong, June 10, 1904. 1297

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In casks of 375 lbs net, \$4.75 per cask, ex Factory.
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FACTORIES—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,
GENERAL MANAGERS.

MAC LAREN'S
CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from
LANE, CRAWFORD & CO.,
SOLE AGENTS.

Hongkong, May 6, 1903. 963

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GENERAL DRAPERS,
MILLINERS and DRESSMAKERS.

ARE NOW MAKING—
MUSLIN FROCKS from \$30.
LINEN COSTUMES from \$30.
LINEN CRASH GOWNS from \$28.

NEW ASSORTMENT OF CHILDREN'S SHOES JUST RECEIVED.
Hongkong, June 10, 1904. 1066

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HONGKONG HOTEL.

REplete WITH EVERY LUXURY.

ELECTRIC LIGHT AND FANS.

LARGE AND AIRY RECEPTION ROOMS.

READING AND PRIVATE BILLARD ROOMS.

EUROPEAN CHEF.

CONNAUGHT HOUSE HOTEL,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL
OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply
THE MANAGER.

THE
VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APPEPENT.

CAMPENOL.

UNRIVALLED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

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The Leading Beer in the Far East. Unrivalled in
Quality. Always Bright and Sparkling and Free
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attained by any other.

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SOLE AGENTS.
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Intimations.

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By Royal Warrant
to
His Majesty the King.

THE ORIGINAL AND GENUINE WORCESTERSHIRE.

Ideal Milk

ENRICHED 20 PER CENT.
WITH CREAM.



Sterilized—Not Sweetened.

A PERFECT SUBSTITUTE
FOR FRESH MILK

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON
ALL KINDS OF WORK DONE FOR AMATEURS.
30 QUEEN'S ROAD CENTRAL.

ROWLAND'S
MACASSAR OIL
FOR THE HAIR

UNSURPASSED. UNEQUALLED.
Use it for your own and your children's hair and you will find it Preserves, Nourishes, Enriches and Restores it more effectually than anything else. Golden Colour for hair or grey hair.
Bottles, 3/6, 7/-, 10/- Sold by Stores, Chemists, Hairdressers and ROWLAND'S 87, HATTON GARDEN, LONDON

COLEMAN'S
WINCARNIS

A delicious beverage and tonic made from choice wines, Liebig's Extract of Meat, and Extract of Malt.

Over 6,000 Testimonials received from the Medical Profession of the United Kingdom.

WINCARNIS has an unrivalled reputation of over twenty years as the finest tonic and restorative in the world.

"An Ideal Pick-me-up.
Suitable for all Climates."

SOLE MANUFACTURERS: COLEMAN & CO., LTD., NORWICH, ENGLAND.

AGENTS:—HONGKONG—A. S. Watson & Co.; SHANGHAI—J. Llewellyn & Co., Medical Hall; JAPAN—A. Cameron & Co., Kobe; PENANG—Georgiou & Co., Dispensary; BANGKOK—English Pharmacy; SINGAPORE—Maynard & Co., Ltd.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1884-5, open to all.

REGISTERED. DR. LALOR'S TRADE MARK.

PHOSPHODYNE

THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its worldwide reputation as the Best and most reliable Phosphoric Cure for all cases of Debility, Nervousness, Dyspepsia, Nerve, Kidney, and Liver Disorders; Neuritis, Rheumatism, Gout, Gravel, and all other ailments of the Urinary System, caused by any deficiency of the Vital Force. The effect of the Standard Phosphodyne is to immediately and permanently, all Debility, Nervousness, and all other ailments of the Urinary System, caused by any deficiency of the Vital Force. The effect of the Standard Phosphodyne is to immediately and permanently, all Debility, Nervousness, and all other ailments of the Urinary System, caused by any deficiency of the Vital Force.



HEALTH, STRENGTH & ENERGY

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World. MANUFACTURED ONLY BY DR. LALOR'S PHOSPHODYNE LABORATORY, HAMPSHIRE, LONDON, ENGLAND.

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Intimations.

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SPEEDY CURE TREATMENT
FOR EVERY HUMOUR.

Bathe the affected parts with hot water and CUTICURA SOAP, to cleanse the skin and scalp of crusts and scales, and soften the thickened cuticle. Dry, without hard rubbing, and apply CUTICURA OINTMENT freely to allay itching, irritation, and inflammation, and soothe and heal, and lastly take CUTICURA RESOLVENT PILLS, to cool and cleanse the blood. This pure, sweet, and wholesome treatment affords instant relief, permits rest and sleep, and points to a speedy, permanent, and economical cure of the most torturing, disfiguring, itching, burning, and scaly skin, scalp, and blood humours, eczemas, rashes, and irritations, from infancy to age, with loss of hair, when all else fails.

MILLIONS USE CUTICURA SOAP

Assisted by CUTICURA OINTMENT, for preserving, purifying, and beautifying the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, for baby rashes, itches, and chafings, and for all the purposes of the toilet, bath, and nursery. Millions of Women use CUTICURA SOAP in the form of baths for annoying irritations, inflammations, and excoriations, for too free or offensive perspiration, in the form of washes for ulcerative weaknesses, and for many sensitive, antiseptic purposes which readily suggest themselves to women, especially mothers.

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Are a new, tasteless, colourless, economical substitute for the celebrated Liquid CUTICURA RESOLVENT, as well as for all other blood purifiers and humour cures. Put up in screw-cap packet with containing 60 doses. CUTICURA PILLS are alterative, antiseptic, tonic, and digestive, and beyond question the purest, sweetest, most successful and economical blood and skin purifier, humour cure, and tonic-digestive, yet compounded.

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Intimations.

ST. JACOBS OIL
THE GREAT CURE FOR
RHEUMATISM

NEURALGIA, -SPRAINS,
SORENESS, STIFFNESS
Price 1/1½ and 2/6 of all Chemists.
CONQUERS PAIN!



To Let.

TO LET.
A EUROPEAN HOUSE, No. 152, PRAYA EAST
Apply to
JARDINE, MATHESON & CO.,
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To Let.

TO LET.
A LARGE OFFICE ON GROUND FLOOR of No. 2, WYNDHAM STREET. Possession 1st August, 1904.
Apply to
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The Bowling Club, Ltd.
Hongkong, July 13, 1904. 1291

To Let.

TO LET.
N. 4, QUEEN'S ROAD CENTRAL, 2nd FLOOR. Possession from 1st August.
Apply
KANG LEE & CO.,
Ground Floor.
Hongkong, June 17, 1904. 1131

To Let.

TO LET.
THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905.
MODERATE RENTALS.
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HUMPHREYS' ESTATE & FINANCE CO., LTD.
Hongkong, June 21, 1904. 848

To Let.

TO LET.
SAVOY CHAMBERS, Kowloon, a Four ROOM FLAT To Let.
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ANGLO-AMERICAN STORES,
Hongkong, June 25, 1904. 697

To Let—Immediate Possession.

TO LET—IMMEDIATE POSSESSION.
FOR 18 MONTHS.
EIGHT TOR, THE PEAK.
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Hongkong, April 27, 1904. 1206

HONGKONG CLUB.

TO LET.
A SUITE OF 5 ROOMS, on the Ground floor of the Annex, suitable for Offices.
For Particulars, apply to the Under-Signed.
C. H. GRACE,
Secretary.
Hongkong, June 2, 1904. 1207

To Let.

TO LET.
BOARD AND RESIDENCE.
TERMS MODERATE.
Apply to 20, MORRISON HILL ROAD
Hongkong, July 4, 1904. 1228

To Let.

TO LET.
N. 1, STEWART TERRACE, The Peak.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, March 26, 1904. 1218

To Let.

TO LET.
OFFICES in Nos. 10 and 16, DES VEXES ROAD CENTRAL.
No. 1, OXFORD GARDENS.
No. 1, RIVER TERRACE, in FLATS.
No. 4, RIFON TERRACE.
No. 37, WONG NEI CHONG ROAD, facing Race Course.
FLATS in MORETON TERRACE, facing Polo Ground.
OFFICES, in Course of Erection, COXSAUR ROAD (near Blake Pier).
GODOWN PRAYA EAST.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, July 9, 1904. 1212

To Let.

TO LET.
TWO ROOMS on the First Floor of ALEXANDRA BUILDINGS.
Apply to
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, June 16, 1904. 1210

To Let.

TO LET.
N. 9, PEDDAR'S HILL, consisting of SIX ROOMS, with Extensive Verandahs and Out-houses. Some of the Furniture can be taken over at a Reasonable Price if required.
Apply to
DAVID BASSOON & CO., LTD.
Hongkong, July 16, 1904. 1290

For Sale.

FOR SALE.
N. 1, 2 & 3 STEWART TERRACE, THE PEAK.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, May 29, 1904. 1211

For Sale.

FOR SALE.
ONE ICE-MAKING MACHINE, with GAS ENGINE, Complete.
For Full Particulars, apply to
HUGHES & HOUGH,
8, DES VEXES ROAD.
Hongkong, June 27, 1904. 1189

For Sale.

FOR SALE.
BY PUBLIC AUCTION FOR ACCOUNT OF THE CONCERNED.
On the ANNOY BURN, at Noon, on 25th July, 1904.

THE Wreck of the S.S. HOANGHO as she now lies in, approximately, the following position:—
LATITUDE, 24°43' North
LONGITUDE, 118°45' East.
Bell Island bearing North by East, and Kusan Point bearing South East (both bearings magnetic). Cargo and Private Effects remaining on board will be sold separately.
For Particulars, apply to
J. E. THOMSON & CO.,
Auctioneers.
Amoy, July 14, 1904. 1269

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A purely Vegetable, most agreeable, and most effective method of administering the only certain remedy for the treatment of all cases of Worms, Tapeworms, and other intestinal parasites, and is especially adapted for Children.
Sold in Bottles by all Druggists.
Proprietor, THOMAS KEATING, London.

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TABLETS.

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THE PEAK RESERVATION.

THE MEASURE APPROVED.

Becomes Law from Yesterday.

The usually uninteresting *Government Gazette* contains this week a proclamation which is of the utmost interest to all Europeans in the Colony. It is that the Ordinance reserving the Peak for Europeans comes into operation as from yesterday, July 15. The proclamation is as follows:—

By His Excellency Francis Henry May, Companion of the Most Distinguished Order of Saint Michael and Saint George, the Officer Administering the Government of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same.

Whereas by Section 7 of Ordinance No. 4 of 1903, entitled "The Hill District Reservation Ordinance, 1903," it is enacted as follows:—

"This Ordinance shall not come into operation unless and until the Governor notifies by Proclamation that it is His Majesty's pleasure not to disallow the same, and thereafter it shall come into operation upon such day as the Governor shall notify by the same or any other Proclamation."

Now, therefore, I, the said Francis Henry May, Companion of the Most Distinguished Order of Saint Michael and Saint George, the Officer Administering the Government and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same, do hereby, under my hand and the Public Seal of the Colony, proclaim that it is His Majesty's pleasure not to disallow the same, and that the Ordinance shall come into operation on and from the 15th day of July, 1904.

THE HONGKONG ELECTRIC COMPANY, LTD.

Annual Meeting.

The fifteenth ordinary yearly meeting of the Hongkong Electric Company Limited was held in the Company's office, No. 1, Queen's Building, at 12.30 to-day.

Mr. A. G. Wood was in the chair and there were also present Sir Paul Chater, Hon. Gershom Stewart, Hon. W. J. Gresson, Messrs E. W. Terry, N. Mumford, C. W. May, J. W. C. Bonnar, G. T. Veitch, J. Wheeler, G. de Champs, J. C. C. H. Carnichael and W. H. Wickham.

The Secretary read the notice convening the meeting, and the Chairman said: "The report and accounts have been in my possession for some time. I trust that I may take them as read. The directors have placed before you what I hope you will consider satisfactory accounts of another year's working, as the balance at credit of Profit and Loss amounts to \$183,967.77, or nearly \$12,000 more than last year. We are, therefore, able to propose a dividend of 10 per cent. an advance of one per cent. over last year; to write off for depreciation \$44,225 11; and carry forward \$1247.66. With regard to the amount thus written off for depreciation I have only to confirm the remarks that have been made on the subject at our previous meetings. The liberal provision we have been able to make has not proved excessive, but has proved requisite to keep our accounts in the satisfactory position in which I think they are shown to be. In consequence of unforeseen accidents to our underground cable early last summer, which caused some regrettable inconvenience to many of our clients, we have found it necessary to lay a new and duplicate cable along the Kennedy, Macdonald and Robinson Roads, and we trust thereby to render ourselves free from any fresh interruptions to our service. A large proportion of the cost has been debited to plant in the accounts now before you, as has also the cost of two new boilers which have been added to the works. They are provided with smoke-consuming apparatus, and the same is being fitted to the other boilers, as we trust to be no longer offenders in the way of smoke nuisance (applause). A new machine has just arrived from home, and is needed to enable us to keep pace with the growing requirements of our service, which has not with further extension during the year, and we are now supplying the equivalent of 27,500 lamps of eight-candle power, and twelve electric lifts. Are lamps are 85, the same as before. Our Manager, Mr. Wickham, has assumed his duties; a good portion of his holiday was spent in the service of the Company and we trust to benefit by the results of his inquiries into the latest processes of electric lighting and application of power. We have in progress some expenditure on Capital and plant accounts and have further improvements under consideration. If their adoption is decided upon we may have to call on shareholders for the remainder of the capital of the Company during the course of the year, but these matters are not yet sufficiently advanced for me to say anything positive on the subject. Has any shareholder any remarks to make?"

There being no questions the Chairman proposed the adoption of the report and accounts as presented.

Mr. Veitch seconded the proposal, which was carried.

Mr. E. W. Terry proposed the confirmation of the appointment of the Hon. W. J. Gresson and Mr. E. S. Wheeler as directors.

Mr. Wheeler seconded, and it was carried.

Mr. Mumford proposed the re-election of Sir Paul Chater and the Hon. W. J. Gresson as directors.

Mr. Bonnar seconded, and it was carried.

On the motion of Mr. Carmichael, seconded by Mr. Galt, the Hon. Gershom Stewart and Mr. C. W. May were re-elected auditors.

The Chairman announced that dividend warrants would be ready on Monday, and could be obtained on application at the office.

Mr. Mumford said that the thanks of the shareholders were due to the management and directors for the satisfactory position the Company was in. "He did not think there was another Company in Hongkong so well placed, or in which the shareholders had more reason to be satisfied."

REVIEWS.

CHINA FROM WITHIN—A STUDY OF OPIMUM VALLACES AND MISSIONARY MISTAKES.

By Arthur Davenport. T. Fisher Unwin, London. Published price 6s.

The task of defending officialdom against the repeated onslaughts of the Anti-opium leaguers, and at the same time exposing missionary mistakes of no mean order, is one sufficient to make any man—backed up as he might be with statistics and facts—tremble. Yet Arthur Davenport grips the subject with a strong hand and shakes it up with convincing justifiableness. As he says in his introduction, he has shown on irrefutable evidence "that the diabolical charge brought against Great Britain by the Anti-opium Societies of having 'forced opium on China' is entirely without foundation, we being no more responsible for the excesses of the Chinese in regard to opium smoking than are the Portuguese for drunkenness in England. And further he has pointed out pretty conclusively 'that the disturbances, riots, murders, and massacres which dog the footsteps of our Catholic, and to a lesser extent our Protestant missionaries, are caused by the faulty system now prevailing of leaning entirely on the arm of flesh, that is, treaties and gunboats. Like most writers who go in for tearing the bandage from the eyes he does not merely do that, and finish, but he suggests a more excellent method of conducting missionary enterprise, and that is briefly to trust solely in the arm of the Lord, 'whereby,' he says, 'our native converts would be safeguarded, the Court Mandarins, and people generally conciliated, and the spread of Christianity immensely accelerated.' For the hard-working, poorly-paid individual missionary Mr. Davenport has kind words, but he is strong in his condemnation of the Missionary Societies which, he says, for some inscrutable reason—instead of directing their strictly limited resources to the spread of the gospel amongst the unconverted, idolatrous races of Africa—are pleased in the most heartless manner, regardless of expense, to interfere with the religious beliefs of other Christian peoples, in addition to those of other worshippers of the Lord Jehovah, viz., the Mussulmans and the Jews. To misdirected enterprise on the part of the Missionary Societies the author attributes our Abyssinian War of 1867-8, in which 500 natives were killed; the Armenian massacres; the war in South Africa; and the huge slaughter consequent upon the Boxer rebellion. And, further, he attributes, in a measure, the failure of missionaries in China especially, to the divers roads they advocate of getting to Heaven. The Catholics go by one way; Protestants by another, and other sects by various ways. 'The Catholic missionaries cast out devils by means of holy water,' he says, 'the Protestants by beating the 'Magic drum,' while the great Chinese scholar, Dr. Martin, effected the same end by the humane administration of castor oil.' Other causes leading to ill-success are the differences of temperament, ideas, habits, and customs between the missionaries and the people; and on our side the haughty intolerance, dogmatic intolerance, supercilious bearing, and general lack of all sympathy and good feeling. 'Foreign missionaries,' the author says, 'themselves ascribed the persecutions and consequent failure of their propaganda to many different causes; that their converts were contaminated with the members of secret societies such as the Triad and the White Lily sects; that they refused to subscribe for the building of pagodas and temples, and their rites and festivals; that after becoming Christians they broke off unauthorised marriage espousals with infidels; that they refused to worship ancestors, and encouraged the new converts to smash idols, and insult the objects of public worship. As we have seen, continues Mr. Davenport, 'our Protestant missionaries, according to their own statements, are carrying on the same course of procedure.' Other great obstacles to the spread of Christianity were the practices of private, or as it is sometimes called, 'circular' confession, and 'the ghastly doctrine that the bread and wine in the Eucharist is converted into the body and blood of Christ. This notion of the exalted, humble, and meek chewing their Divine Master, is the classical example of the impossibility of the West to comprehend the spiritual idealism of the East. Mr. Davenport goes on to propose of missions doing any lasting good to China, and goes so far as to say, 'that if we really and honestly wished, not to gratify our own peculiar whims and fancies, but actually to effect the evangelisation of the world, we should immediately retire from the country, where the natives tell us in unmistakable terms 'go away, we don't want you,' and proceed in a body to Africa, where the natives cry with lamentable voice, 'Come over and help us.' One of the greatest mistakes that the Societies make at present, says Mr. Davenport, is in the sending of unmarried ladies 'to wander at their sweet will over the country,' and it is a mistake because the Chinese regard celibacy with great disapprobation, and entertain an entirely unwarranted contempt for women. By sending women to teach the Chinese would seem as though the Missionary Societies were wilfully going out of their way to offend them. It has been repeatedly pointed out, too, that what the Chinese hate is not the teachings of Christ but the foreigners themselves who come to preach His doctrine and make proselytes (called by the natives, Devil's slaves). Consequently, adds Mr. Davenport, all the missionaries of the Missionary Societies should cease from leaning on the arm of flesh, and should give their whole strength to the struggle with the Court, the officials, the literati and the people, and remove all occasions for international complications by frankly applying to the Chinese Government to grant missionaries the privilege of naturalisation; thereby they would be able to renounce their treaty privileges and status, throw off all distinctions, foreign marks, habits and surroundings, simply taking their place in the ranks of ordinary Chinese citizens; following the noble example set by earlier Nestorian and Catholic missionaries. Christianity would then lose the taint of being a foreign religion, and at one bound become a Chinese one; and, having lost its anti-patriotic character, would doubtless spread with amazing rapidity."

A Treaty of Peace.

The Treaty of Peace of Peking. Surely our missionaries will not be of so little faith as to lean continually on the Secular Arm instead of reverently trusting in the Arm of the Lord. According to Mr. Davenport's ideas we have no right to teach natives that 'every verse of the Bible, every word of it, every syllable of it, every letter of it, is the direct utterance of the Most High.' To those who are interested in this subject the book will be of extreme interest. Mr. Davenport is strong in his utterances occasionally, but in many instances, spite of some misuses, he strikes the nail on the head. The book can be purchased locally.

PHYSICAL TRAINING FOR WOMEN BY JAPANESE METHODS.

By H. Irving Hancock. C. P. Putnam and Sons, 24 Bedford St., London, W.C.

Messrs Kelly and Walsby forward us what might be described as the best book yet published to assist women to physical strength. The author has for many years been a student of the famous Japanese system of *Jiu-jitsu*, a method of bodily training which has been in vogue in Japan from times of remote antiquity, and he gives in the volume before us a thorough outline of it, and a clearly described and complete idea of the way in which it should be practically applied to strengthen the body. It is not claimed, says the author, that the application of *Jiu-jitsu* will bring a dying woman away from her bed and give her the best of health at once. Such an achievement would be termed a miracle. But *Jiu-jitsu*, if followed out in all its details, will make a weak woman stronger, and will make of any reasonably strong woman one who is the physical peer of any man of her size. The day has gone by when women prize weakness as a badge of their femininity, and the science of *Jiu-jitsu* points out the path for the new physical woman to pursue. In writing the book the author has the advantage of a knowledge of the various systems of *Jiu-jitsu* in vogue in Japan, and he has blended them together to produce a system which is unique, inasmuch as it combines the best that is in all the other methods. The book is got up in such a style that it is understandable even by a child, and the excellent plates—of which there are many—illustrating the various exercises are such as to give at a glance the idea of the exercise being worked upon. Ladies who value their health, who appreciate what strength is, cannot afford to do without the work. It is well-printed, well-illustrated, and well-bound.

LEGISLATIVE COUNCIL.

A Meeting of the Legislative Council will be held on Tuesday, 19th July, at 3 p.m. The following is the business paper:—

1. Report of the Finance Committee. (No. 8).

First reading of a Bill entitled An Ordinance to amend the Wild Birds and Game Preservation Ordinance, 1895.

Second reading of the Bill entitled An Ordinance to amend the Criminal Procedure Ordinance, 1895.

Second reading of the Bill entitled An Ordinance to authorize the Appropriation of a Supplementary Sum of Three hundred and thirty-one thousand six hundred and twenty-four Dollars and forty-one Cents, to defray the Charges of the Year 1903.

HONGKONG SHARE MARKET.

In their weekly share report, dated 15th July, Messrs Benjamin, Kelly and Potts state:—

A fair business has been put through during the week, and with the exception of Indo-Chinese which have been forced down by forward sales from the North, the market generally has ruled very steady.

Banks.—Hongkong and Shanghai Banks have ruled steady at \$860. Nationals are unaltered at \$38.

Marine Insurance.—Unions are still offering at \$545. China Traders have been disposed of at \$55, and two shares are quoted at the lower figure. Canton shares have dropped to \$210. Shanghai reports sales of North-China at \$16.75.

Five Insurance.—Hongkong Fires re main firm at \$310. China Fires have been bought and have further buyers at \$27.

Shipping.—Hongkong, Canton and Macao Steamboats are in request at \$29. Indo-Chinese have weakened and have been placed at \$14.4, the market closing at \$108 1/2 the dividend of 10 shillings paid on the 13th inst. China and Manilla have improved and sales at \$25 1/2 have been made. Douglas Steamships are quiet at \$33 1/2. Sun Ferries have advanced to \$35 (old) and \$25 (new). Shell Transports are in the market at 25/6.

Refinery.—China Sugars are easier and are offering at \$185 after sales at the rate. In other stocks under this heading no business has transpired.

Mining.—Rauhs have been dealt in to a considerable extent at \$7 1/2 and \$7 3/4. Further enquiries at the higher price. Chinese Engineering have risen to \$14 1/2 in Shanghai.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are in demand at \$217. Barnham's have changed hands at \$15.1 and \$14.1, and at the close Indo-Chinese have been sold at \$112 and \$113 at which latter rate more shares are obtainable. Hongkong Wharves are in request \$16 1/2.

Land, Hotels and Building.—Hongkong Land has sellers at \$168. Shanghai Lands are reported sold in the North at \$116. Hongkong Hotels can be placed at \$124. Humphreys' Estate have been sold at \$123 and further shares can be procured at this rate.

Cotton Mills.—No transaction has come under our notice.

Cigar Companies.—Sales of Sumatras are reported from Shanghai at \$14.63 1/2. Green Islands (Gems) have been placed at \$23 and more shares are wanted. A. S. Wansons have risen to \$14. Electric are enquired at \$14 1/2 and \$2 for the old and new shares respectively. Dairy Farms have been sold at \$20. Steam Waterboats can be placed at \$18. China Light and Power have further appreciated and sales have been effected at \$9 and \$9 1/2. The latter rate was more than the \$8 1/2 which was later on. The Electric Light, the Pulp and Papers are wanted at \$22. Langkats are in demand in Shanghai at \$27 1/2.

BY WHARF AND WAVE.

Captain Lindberg, who arrived with the *Tinian* from Australia yesterday, goes on a year's leave. Captain W. Brown will take command of the *Tinian*.

A question agitating the minds of Marine Engineers and ship-builders just now is whether steel shafts should be welded or not. Perhaps some of our local Engineers could throw some light on this question.

H.M.S. *Edipe* steamed into the harbour at 8.30 o'clock this morning. She has been standing by the wreck of the *Sparry*, but for some weeks past. Her commission is up and she will probably receive orders here.

The broken stern post of the steamer *Sika* has been taken out and the vessel will be ready to leave the dock to-morrow. She will be anchored in some quiet corner until the new stern post is ready to be placed in position. She will then be placed in dry dock again.

Our sailing readers will regret to hear that Mr. Orcher, one of the assistant Government Marine Surveyors, is again ill and has been ordered to England for the benefit of his health. His many friends trust that the change will bring about the desired result.

A telegram was received yesterday by the owners of the *Houma*, Messrs A. R. Marty, saying that salvage operations on the *Edipe*, as she lies at Hainan Heel, are progressing most favourably and that they hope to have the vessel afloat and on her way to Hongkong within the next few days.

A correspondent writes:—The speech made by Mr. D. R. Law at the launch of the new steamer *Shanghai* on Thursday last should be written in letters of gold, or perhaps of steel, and distributed broadcast throughout the Colony, and a copy presented to the new Governor on his landing at Blake Pier on the 20th instant.

The gentleman mentioned in our report of the launch of the new steamer *Shanghai*, from the Kowloon Docks, as Mr. Lumsden should have been Mr. Lambert. Mr. Lambert is the new Superintendent Engineer of the Kowloon Dock and was formerly employed at the Cosmopolitan Dock. He took the place at Kowloon of the late Mr. Main.

The spot where the S. S. *Cranley* is reported to be ashore in Japan, near Kobe, is said to be a sandy beach, so that no doubt she will be got off without being greatly damaged. A few years ago the *Maduff*, we believe, was driven ashore at the same spot and remained on the beach for several weeks. She came off without the slightest damage to her bottom plates.

The steamer *Cortfield*, which has been waiting in the Harbour for some weeks for a cargo of coals for South Africa, will go into dock at Kowloon to-morrow for an overhaul. After being attended to she will proceed to the North to take the place of the coals steamer *Cranley*, which was recently wrecked. The *Trinidad* is due on the return journey from South Africa about July 20, and it is expected that she will ship the men that were intended for the *Cortfield*.

In the current issue of the Government Gazette appears the revised regulations governing the licensing of passenger boats, together with the scale of fees charged. Passenger boats are divided into two classes, and class A, the only one allowed to carry more than 10 passengers, must carry as part of the crew at least two males between the ages of 16 and 60. The passenger rates are 40 cents per hour for two passengers; 20 cents per half-hour for two passengers; each extra passenger 10 cents per half-hour; 20 cents per hour; between sunrise and sunset 10 cents extra per passenger.

The proprietor of a sampan was proceeded against at the Magistrate's this morning for neglecting to display a light on his boat as required by the Harbour regulations. A representative of the firm of Messrs Arnold Kerberg & Co., stated that about 8 p.m. on the 11th instant he left Murray Pier in the Company's launch and proceeded across the Harbour in the direction of Kowloon. When they had gone a little way the defendant's sampan was sighted immediately ahead, and before the launch could be pulled up a collision occurred. The defendant had no light on his boat. He was fined \$10.

The following particulars of the operations of Messrs. Babcock and Wilcox Ltd., the water-tube boiler engineers, are interesting as illustrative of the scale upon which some of the great manufacturing firms carry on their business. The British Admiralty have placed orders for the machinery for three new first-class battleships of 18,000 H.P., the *Britannia*, *Hibernia*, and *Africa*. In all three vessels the boilers are to be of the Babcock and Wilcox type, each vessel will have 18 water tube boilers of a total heating surface of 49,000 sq. ft. and a total grate area of 1,250 sq. ft. The order has also been received for the boilers of the Italian first-class battleship *Napoli*, of 19,000 H.P. This vessel will have 22 Babcock and Wilcox boilers having a total heating surface of 55,200 sq. ft. and a total grate area of 1,600 sq. ft. The American navy department have also placed orders for seven Babcock and Wilcox boilers for men-of-war. There are also many boilers made by the firm being used on land, particularly on Paris, London, and New York railways. It is most interesting to know, however, that in China there are now many users of the Babcock and Wilcox boiler, including the Hongkong Railway Co., the China Light and Power Co., the Green Island Cement Co., the Shanghai Municipal Electric Light, the Peking Syndicate, Messrs B. Pearson and Son, Ltd. and others. The firm is represented in China by Mr. D. W. Bell.

We have received from the local agents the 187th half-yearly report of the P. & O. Company. The following information is given:—

The four steamers of the *Moldavia* class are all now fully at work, and their performance has already established their reputation. The *Romby* and *Shanghai*, like their sister vessel the *Antonia*, have been sold, not on account of age, as they are capable of useful work for many years but simply because, as Cargo Steamers, they were not equal to the requirements of the Company's work in the present day. The *Victoria*, *Britannia*, *Aradica*, *Oceana*, *Peninsular*, and *Oriental* are being extensively refitted and improved, to enable them to cope with the New Mail Service, which will commence next year. A few years ago the *Borne* was launched, refitted, and to a great extent it may be said rebuilt. But as this vessel is no longer required for the Mail Service, she is being fitted up as a Cruising Yacht, and will take her departure to Norway and the Far North in July. Her name now appears in the Fleet List as the *Vesta*. A contract has been made with Messrs Caird & Co. for the construction of a Mail and Passenger Steamer of 10,000 tons of the *Moldavia* class. This will be the fifth vessel of this type included in the Fleet. A tender has been accepted from Messrs Barclay, Curle & Co., to build two 10,000-ton Cargo boats, identical in all respects with the three vessels of the *Zulema* class now actively engaged in the service.

Memoranda.
SATURDAY, July 23.—11 a.m.—Meeting of Shareholders of The Canton Land Co., Ltd., in the Company's Office.
WEDNESDAY, July 27.—9 p.m.—Promenade Concert on Volunteer Parade Ground.

To-day's Advertisements
THE Undersigned have received instructions from the CAPTAIN SUPERINTENDENT OF POLICE, to Sell by Public Auction, on THURSDAY, the 21st July, 1904, at 11 A.M., at THE CENTRAL POLICE STATION'S COMPOUND, SUNDAY OBSOLETE AND CONDEMNED STORES.
TERMS:—As usual.
HUGHES & HOUGH, Government Auctioneers.
Hongkong, July 16, 1904. 1312

OSAKA SHOBEN KAISHA.
It is hereby notified that on and after THIS DATE, no Receipts for Accounts Due to this Company will be recognized unless they are shown on separate printed forms bearing the same Numbers as the Bills and has been Signed by T. ARIMA, Manager.
Hongkong, July 16, 1904. 1309

THE CANTON LAND COMPANY, LIMITED.
THE SIXTH ORDINARY GENERAL MEETING of the SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICE, No. 14, Des Voeux Road, Hongkong, on SATURDAY, the 23rd July, 1904, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 30th June, 1904. THE TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 23rd July, 1904, both days inclusive.
SHEWAN, TOMES & Co., General Managers.
Hongkong, July 16, 1904. 1311

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM TO SHANGHAI, YOKOHAMA AND KOBE.
THE Company's Steamship NIPPON, Captain MISTROICH, will leave for the above places on FRIDAY, 22nd Inst., p.m. For Freight or Passage, apply to SANDER, WILDER, & CO., Agents, Princes' Building.
Hongkong, July 16, 1904. 1307

Metropole Theatre.
METROPOLITE HOTEL.
Sole Proprietor, Mr. JAS. CHRISTIE.
TO-NIGHT (SATURDAY), JULY 16th.
MORE NEW ARTISTS will be introduced by the WARE AND ROSS' ENTERTAINERS. And an exceptionally clever Performance will be presented. Among those to appear are:—
Miss DORA GREY, JACK CLAYTON, THE LEOPOLDS, MISS GERTIE MAISE, TOM MORRIS, RUGH MCCORMICK, JAS. CHRISTIE, WALTER KEENE, CHARLIE JONES, THE BROSCHES.
Rickshaw hold till conclusion of performance.
Overture 8.15 p.m. Performance 9.15.
Prices:—\$2 and \$1.
Hongkong, July 16, 1904. 1306

Entertainments.
THEATRE ROYAL, CITY HALL.
The Orpheum Comedy Co.
IMMEDIATE SUCCESS: EVERY ACT RECALLED AND RECALLED.
TO-NIGHT (SATURDAY), 16th JULY.
COMPLETE CHANGE OF PROGRAMME.
NEW ARTISTS. NEW ACTS.
POPULAR PRICES.
Tickets on Sale at the ROBINSON PIANO CO.
Hongkong, July 16, 1904. 1275

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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

STEAMERS	TO SAIL ON	REMARKS
YAMA, Via SHAI, MOJI & KOBÉ (passing through the 'Island Sea')	July 22nd	Freight and Passage.
LONDON & ANTWERP, Via SHAI, MOJI, PORT SAID AND MARSÉILLE	July 22nd	Freight and Passage.
SHANGHAI, Via SHAI, MOJI, PORT SAID AND MARSÉILLE	July 22nd	Freight and Passage.
LONDON, Via SHAI, MOJI, PORT SAID AND MARSÉILLE	July 22nd	Freight and Passage.

For further Particulars, apply to
E. A. HEWETT, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, July 16, 1904.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.
Empress Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.
Proposed Sailings from Hongkong: (Subject to Alteration.)
R.M.S. ATHENIAN 3882 Tons WEDNESDAY, July 20, 1904.
R.M.S. EMPRESS OF CHINA 6000 Tons WEDNESDAY, Aug. 3.
R.M.S. TARTAR 4425 Tons WEDNESDAY, Aug. 10.
R.M.S. EMPRESS OF INDIA 6000 Tons WEDNESDAY, Aug. 24.

Hongkong to London, 1st Class, via St. Lawrence £60, via New York £82.
Intermediate on Steamers, £40.
And let Class Rail, £42.
The magnificent 'EMPEROR' STEAMSHIPS, passing through the famous IN-
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-
COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT
CHANGE.
Passengers booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.
For further information, apply to Messrs. D. W. CRADDOCK, Acting General Agents,
Hongkong, June 22, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, VIA INLAND SEA OF JAPAN,
MOI, KOBÉ & YOKOHAMA: FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARABIA	4483	RAHL	August 14, 1904.
ARAGONIA	5188	STEWART	Sept. 14, 1904.
NUMANTIA	4370		Oct. 14, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 30, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, Via SWATOW AND AMOY.	FRITHJOF	SUNDAY, 17th July, at 10 a.m.
FOOCHOW, Via SWATOW AND AMOY.	TRIUMPH	WEDNESDAY, July 20, at 10 a.m.
TAMSAI, Via SWATOW AND AMOY.	M. STUYVE	SUNDAY, 24th July, at 10 a.m.
ANPING, Via SWATOW AND AMOY.	TRITOS	WEDNESDAY, July 27, at 10 a.m.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of affairs permit the Company will resume running with its special-
ly designed new Steamers.
For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Vaux Road Central.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBÉ AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
HYADES	3753	Geo. Wright	July 30.
SHAWMUT	3606	W. M. Smith	September 1.
TREMONT	3606	T. W. Garlick	October 1.

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.
S.S. SHAWMUT 3606 tons Capt. W. M. Smith About 12th August.
S.S. TREMONT 3606 tons Capt. T. W. Garlick About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
OUTRINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw a.s. Shawmut and Tremont have just been fitted with very superior
Accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-
dry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS,
QUEEN'S BUILDINGS,
Hongkong, July 13, 1904.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	PERLUS	18th July.
GLASGOW AND LIVERPOOL	GLASGOW	29th August.
GLASGOW AND LIVERPOOL	GLASGOW	12th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	KINZUKU	19th July.
LONDON, AMSTERDAM & ANTWERP	KEENUT	2nd August.
LONDON, AMSTERDAM & ANTWERP	MOYUNE	16th August.
* GENOA, AMSTERDAM & LIVERPOOL	SARDEGNA	20th August.
LONDON, AMSTERDAM & ANTWERP	PERLUS	30th August.
LONDON, AMSTERDAM & ANTWERP	GLASGOW	15th Sept.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, VIA ALL PACIFIC COAST PORTS, VIA N.K. KOBÉ & YOKOHAMA	MACHADO	11th August.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 14, 1904.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
YOKOHAMA AND KOBÉ	TRINAM	19th July.
MANILA	TEAM	20th July.
CEBU AND ILOILO	KAIPOKO	21st July.
SWATOW, CHEFOO AND TIENTSIN	KANU	22nd July.
FORT DARWIN, THURSDAY DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY AND MELB URNE	TAIWAN	30th July.

* The attention of Passengers is directed to the Superior Accommodation offered
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.
A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and
Australian Ports.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, July 15, 1904.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships.
—Electric Light—Perfect Cuisine—Surgeon and
Stewards carried.—All the most up-to-date arrange-
ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila Direct	July 23, at 10 a.m.
ZAFIRO	2540	R. Rodger	Manila Direct	July 30, at 10 a.m.
PERLA	1980	A. H. Notley		

For Freight or Passage, apply to
Shewan, Tomes & Co.,
General Managers.

Hongkong, July 16, 1904.

JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN.	Second half of July.	JAVA PORTS.	Second half of July.
TWILATJAP	JAVA PORTS.	Second half of July.	JAPAN, VIA SHANGHAI.	Second half of July.
TJIMAH	JAVA PORTS	First half of August.	JAPAN, VIA SHANGHAI.	First half of August.

The steamers are all fitted throughout with Electric Light, and have accom-
modation for a limited number of saloon passengers, and will take cargo to all Ports
in Netherlands, India on through B/L.
For particulars of Freight and Passage, apply to the

HEAD AGENCY,
Java-China-Japan Lijn,
ALEXANDRA BUILDINGS.

TELEPHONE No. 375.
Hongkong, July 12, 1904.THE
HONGKONG

DOCKS.

A Record of the Founding
and Development of the
Hongkong and Whampoa
Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price Fifty Cents.

To be had at the 'China Mail Office'
5 Wyndham Street

三字書

1.—THE TRI-METRAIC CLASSIC.

千字文

2.—THE THOUSAND WORDS' POEM

Translated from the Chinese
by E. J. ERTEL, Ph.D.To be had—Price 75 Cents the set—from
the CHINA MAIL Office, 5 Wyndham
Street

—WASHING BOOKS.

(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price 41 each.
CHINA MAIL Office.

Shipping.

INDO-CHINA STEAM NAVIGATION
CO., LD.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship
KUMSANG,
Captain E. J. BULLER, will be despatched
on or about TUESDAY, the 19th inst.,
at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, July 12, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and Well Appointed Twin Screw
S.S. SARDINIA,
6571 Tons,
will be despatched for LONDON DIRECT,
on or about 21st JULY.
Has Excellent Accommodation for First
and Second Saloon Passengers at Moderate
Rates.
To be followed by the Steamship
BORNEO,
4575 Tons, about 18th August.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, June 23, 1904.

AUSTRIAN
LLOYD'S
STEAM
NAVIGATION
COMPANY.

STEAM FOR
FIUME AND TRIESTE Direct, Calling at
SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, SUEZ and
PORT SAID.

(Taking cargo at through rates to the
BRAZILS, to SOUTH AFRICA, PERSIAN
GULF, RED SEA, BLACK SEA, LEVANT,
VENICE AND ADRIATIC PORTS.)

THE Company's Steamship
PERSTA,
Captain CHAGLIOTI, will be despatched
on or about SATURDAY, the 23rd July,
p.m.
For information as to Passage & Freight,
apply to
SANDER, WIELER & Co.,
Agents,
Princes' Building.
Hongkong, July 15, 1904.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,
VIA
MANILA, THURSDAY ISLAND,
TOWNSVILLE AND BRISBANE.

THE Co's Steamship
YAWATA MARU,
Captain will be despatched
on or about FRIDAY, the 23rd July, at
4 p.m.

This well-known Steamer is specially con-
structed for service in the Tropics, and is
provided with superior Accommodation and
with all modern fittings and improvements
for the safety and comfort of Passengers.
Electric Light and Refrigerator. Doctor
and Stewards carried.
For Freight or Passage, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.
Hongkong, June 25, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
EFBOM,
Captain J. WHITE, will be despatched
for the above Port on or about MONDAY, the
16th August.
For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, July 2, 1904.

STEAM TO CANTON.

THE new Twin Screw Steel Steamers
K'WONG CHOW
1,309 tons..... Captain J. P. MARTIN.
K'WONG TUNG
1,238 tons..... Captain H. W. WALKER.
Leave HONGKONG for CANTON at 8.30
Every Evening (Saturday excepted).
Leave CANTON for HONGKONG about
5 o'clock Every Evening (Sunday ex-
cepted).
These fine new Steamers have unex-
celled accommodation for First Class
Passengers and are lit throughout by
Electricity.
Passage Fare—Single Journey—\$4.00 each.
Meals \$1.00 each.
The Company's Wharf is a short distance
West of the Queen's Master's Office.
SHIU ON S.S. CO., LTD.,
AND
YUEN ON S.S. CO., LTD.,
No. 8, QUEEN'S ROAD WEST.
Hongkong, February 18, 1904.

HONGKONG-MACAO
LINE.

S. S. 'WING CHAI'.
CAPTAIN SAMUEL BELL SMITH.
DEPARTURE from Hongkong on week
days at 7.30 a.m.; Extension on Sun-
days at 8.30 a.m.; from MACAO week days
at about 2 p.m., Sundays at about 7.30 a.m.
FARE (week days) 1st Class (including
cabin and servant) \$3. Return Ticket \$5.
2nd class \$1.
3rd 50 Cents.
On excursion Sundays 1st, 2nd, 3rd Class
Single Ticket \$2. Return Ticket \$3. Re-
turn Ticket, including cabin and dinner
when on board or at Macao Hotel, \$5.—On
Sundays, \$5 extra will be charged for each
cabin which has accommodation for 2 or
more passengers.
Wharf—At the Western end of Wing
Lok Street.
The steamer runs an excursion trip every
Sunday. It takes only 3 1/2 hours to reach
Macao.
MING ON & CO.,
2nd Floor, 18, Victoria Street.
Hongkong, September 7, 1903.

Shipping.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY & FOOCHOW.

THE Company's Steamship
HATCHING,
Captain HODGINS, will be despatched for
the above Ports on SUNDAY, the 17th
Inst., at 11 a.m.
For Freight or Passage, apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, July 13, 1904.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Philippine Ports)
PROPOSED SAILINGS FROM HONGKONG.
To SAIL, 1904.
ST. FILLANS About July 20.
BEDOUIN Aug. 5.
LOWTHER CASTLE Aug. 20.
For Freight and further information,
Apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, July 12, 1904.

NOTICES TO CONSIGNEES.

THE PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER SIMLA.

FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that
their Goods are being landed and
placed at their risk in the HONGKONG and
KOWLOON WHARF and GODOWN COMPANY'S
Godowns at Kowloon, where each consign-
ment will be sorted out Mark by Mark and
delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo:—
From LONDON, &c. ex s.s. China and
Somali.
From AUSTRALIA, ex s.s. Britannia.
From CALCUTTA, ex s.s. Syria.
From PERSIAN GULF, ex s.s. B. I. S. N.
and B. and P. S. N. Co's steamers.
Optional Goods will be landed here on-
less instructions are given to the contrary
before Noon To-day.
Goods not cleared by the 21st July, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged packages must be left in the
Godowns for examination by the Con-
signees and the Company's representative
at an appointed hour. All claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No claims will be admitted
after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, July 15, 1904.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship Kiangang,
having arrived from the above Ports,
Consignees of cargo by her are hereby in-
formed that their goods will be delivered
from alongside.
Cargo impeding the discharge or re-
maining on board after 4 p.m., the 15th
inst., will be landed at Consignees' risk
and expense into Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, July 11, 1904.

NOTICE TO CONSIGNEES.

STEAMER OCEANIAN.

COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from LONDON
ex s.s. Medoc; from BORDEAUX
ex s.s. Ville de l'orient, in connection
with above Steamer are hereby informed
that their Goods, with the exception of
Optum, Treasure and Valuables, are
being landed at their risk into the
Godowns of the HONGKONG KOWLOON
WHARF and GODOWN COMPANY, LTD.,
at Kowloon, where delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on
unless intimation is received from the Con-
signees before Noon, To-day, requesting
it to be landed here.
Bills of Lading will be countersigned by
the Undersigned. Goods remaining unclaim-
ed after TUESDAY, the 19th July, at
Noon, will be subject to rent and landing
charges.
All claims must be sent in to me on or
before the 19th July, or they will not be
recognised.
All damaged packages will be examined
on TUESDAY, the 19th July, at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, July 12, 1904.

NOTICE TO CONSIGNEES.

GLEN LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAIT.

THE Steamship Glenroy, having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that their
Goods are being landed at their risk into
the Godowns of the HONGKONG KOWLOON
WHARF and GODOWN COMPANY, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can
be obtained as soon as the Goods are landed.
Goods not cleared by the 19th inst.,
will be subject to rent.
No Fire Insurance will be effected.
All Damaged Packages must be left in
the Godowns, and a certificate of the
Damage obtained from the Godown Co.
within ten days after the Steamer's arrival,
after which no Claims will be recognised.
McGREGOR BROS. & CO.,
Agents.
Hongkong, July 13, 1904.

NOTICE TO CONSIGNEES.

GLEN LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAIT.

THE Steamship Glenroy, having arrived
from the above Ports, Consignees of
Cargo by her are hereby informed that their
Goods are being landed at their risk into
the Godowns of the HONGKONG KOWLOON
WHARF and GODOWN COMPANY, Limited, at
Kowloon, where each consignment will be
sorted out mark by mark, and delivery can
be obtained as soon as the Goods are landed.
Goods not cleared by the 19th inst.,
will be subject to rent.
No Fire Insurance will be effected.
All Damaged Packages must be left in
the Godowns, and a certificate of the
Damage obtained from the Godown Co.
within ten days after the Steamer's arrival,
after which no Claims will be recognised.
McGREGOR BROS. & CO.,
Agents.
Hongkong, July 13, 1904.

NOTICES TO CONSIGNEES.

PORTLAND & ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP NICOEDIA.

FROM PORTLAND (OR.), YOKO,
HAMA, KOBÉ AND MOJI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for Counter-
signature, and to take immediate delivery
of their Goods from alongside.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.
No Fire Insurance will be effected by us
in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, July 11, 1904.

NOTICE TO CONSIGNEES.

FROM HAMBURG, ANTWERP AND
LONDON.

THE Steamship
RAINBORNSHIRE,
Captain C. H. BURCH, having arrived
from the above Ports, Consignees of
Cargo are hereby informed that their
Goods are being landed at their risk
into the Godowns of the HONGKONG
KOWLOON WHARF and GODOWN CO., LTD.,
at Kowloon, and stored at Consignees' risk
and expense.
No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 17th inst.,
will be subject to rent.
All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 18th inst., at
2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, July 11, 1904.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ
CANAL.

THE Steamship
HIMERA,
Captain L. H. LOCKHART, having arrived
from the above Ports, Consignees of Cargo
are hereby informed that their Goods are
being landed at their risk into the Godowns

Vessels Advertised as Loading.